

the ward and have been wired with electricity. Their beauty still gives all who behold them joy. The people in this Mormon town met their problems as they came—faith and work solved them.

—Lydia T. Nyman and Venetta K. Gilgen.

PRICE—1879

The possibility of establishing a settlement along the Price River was first recognized by Caleb Rhodes, who came through Utah in 1846, Frederick E. Grames and Charles W. Grames who arrived from Salem and located at Rhodes Meadow about three miles northwest of what is now the city of Price in January, 1879. During that same year a few dugouts were fashioned along the banks of the river. The land around Price was first known as Castle Valley, some of it suitable for rangeland and some fertile enough for farm lands. Up to this time fur trapping had been the only industry in that region.

In November of 1882 the townsite was laid out and divided into city lots. Frederick E. Grames built the first frame building and opened up a store. In April, 1883 the railroad track from Deseret to Salt Lake City and Ogden was completed and Price was named a station with a narrow gauge box car serving as a depot. The first Post Office was opened the following August with Mr. Grames serving as postmaster. The city was officially named Price in honor of William Price, first bishop of Goshen, who had explored the region in 1865. Later in the year, 1883, the second frame building, "The Railway Eating House" was built near the depot in order to supply meals for the railroad workers.

By January, 1884 a log meetinghouse 20 x 40 feet had been erected which was used for church, school and, also, as the courthouse for some time. The development of this locality was exceedingly slow for many years, but as the little community began to grow the people saw the need of levying a special tax for a much needed schoolhouse which was to be a three-room adobe building.

Water for the little settlement was one of the major problems confronting the settlers and, until 1887, it had been carted in barrels and tanks from the river. At that time, a canal which had been under construction for the past three years was completed and water came into the area in abundance.

On November 8, 1892 Price town was incorporated, J. N. Whitmore, president; Henry G. Mathis, John H. Pace and Soren Olsen trustees, with A. Ballinger, clerk and treasurer. In March, 1894 Carbon County was formed from a part of Emery County and Price was named the seat of the new county. Price City Hall was erected in 1895 and the County Courthouse in 1909. This little town is the center of an extensive coal mining industry being located on the edge of one of the largest coal deposits in the world as well as

being well adapted to agriculture and the raising of sheep and cattle.—D. U. P. Files.

CALIFORNIA

SAN BERNARDINO—1851

A number of the men who served in the Mormon Battalion, and others who had visited Southern California expressed their desire to the officials of the Latter-day Saint Church to establish a Mormon village in San Bernardino. On February 23, 1851, Amasa M. Lyman and Charles C. Rich were set apart to take a company to Southern California and "establish a settlement for the gathering of the Saints in California." They journeyed through southern Utah and Nevada, and encamped at the mouth of Cajon Pass until a location could be secured upon which they might settle.

On September 22nd arrangements were concluded for the purchase of a large tract of land and the Saints moved to their new home. Following the plan characteristic of Mormon builders, they selected their townsite, surveyed it, and by the end of 1851, one hundred dwellings had been built inside a fort which they had erected for protection. Canals were dug which brought water from nearby creeks; a canvas pavilion was constructed and used for school during the week and church meetings on Sunday. A county organization was made in 1853.

This Mormon settlement grew and thrived. On July 4, 1856 nearly two thousand members of the colony partook of a feast and celebrated America's Day with a spirit of reverence and thankfulness. Soon seven sawmills, three shingle mills and three grist mills were in operation. Statistics show a large number of horses and cattle were owned by the people. San Bernardino was the resting place for missionaries sailing for foreign lands from Pacific ports, and many returning missionaries, with their small companies of migrating Saints, spent some time in the settlement before proceeding to Salt Lake.

The colony attracted a number of adventurers and the once Mormon village became tense, especially during political elections. The peaceful valleys settled by the Mormons became a land of tumult; therefore, most of the settlers willingly obeyed the instructions of President Young in 1857 that, "the colonists should now return to the valleys of the mountains to defend their mountain homes from invasion by Johnston's Army." By the close of 1858, only a few of the Saints were left in San Bernardino.

During their six years of living in San Bernardino these Latter-day Saints left an imprint that is respected by the historians of today.

CENTENNIAL ECHOS FROM CARBON COUNTY

Compiled By

THURSEY JESSEN REYNOLDS

Assistants

DAPHNE HARTLE

A. E. GIBSON

POLLIE JESSEN EMPEY

MARY F. BIDDLE

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1948

By

DAUGHTERS OF UTAH PIONEERS

of

CARBON COUNTY



Published By

DAUGHTERS OF UTAH PIONEERS

OF

CARBON COUNTY

1948

History of
Area
from



BRIGHAM YOUNG

Under whose direction the settlements were made in Utah.

"OH PIONEER"

(Taken from Carbon Year Book, 1927)

By WANDA B. HARMON

*Your feet have trod the burning sands,
The rugged path of unknown lands,—
You toiled and wrought with fearless hands,
Oh Pioneer!*

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BRIGHAM YOUNG

Under whose direction the settlements were made in Utah.

"OH PIONEER"

(Taken from Carbon Year Book, 1927)

By WANDA B. HARMON

*Your feet have trod the burning sands,
The rugged path of unknown lands,—
You toiled and wrought with fearless hands,*

Oh Pioneer!

*You blazed the trail so hard and long,
You builded, oh so firm and strong,—
And on your lips a constant song,
Oh Pioneer!*

*Steadfast and true and in God's name,
Through frontier dangers on you came
To rear a commonwealth of fame,
Oh Pioneer!*

*You founded homes, and everywhere
You fashioned cities rich and fair,
Within your heart a constant prayer,
Oh Pioneer!*

*Your faith was strong though it was new,
Your hand was firm, your heart was true—
You builded better than you knew,
Oh Pioneer!*

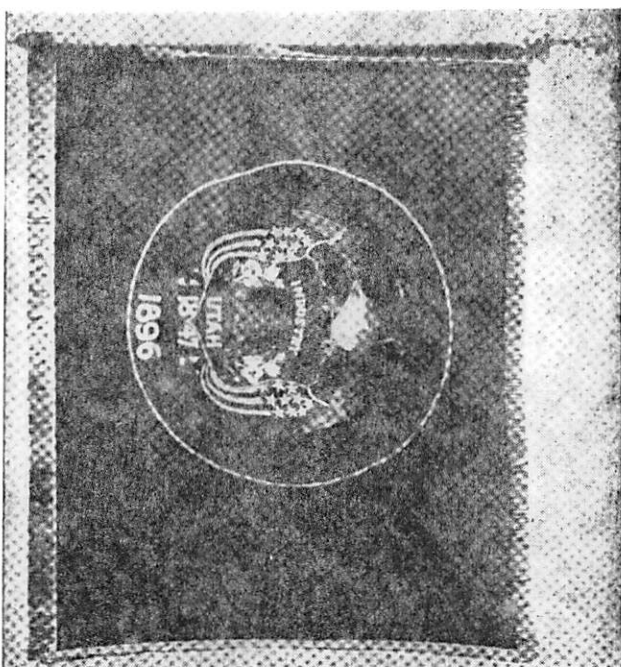
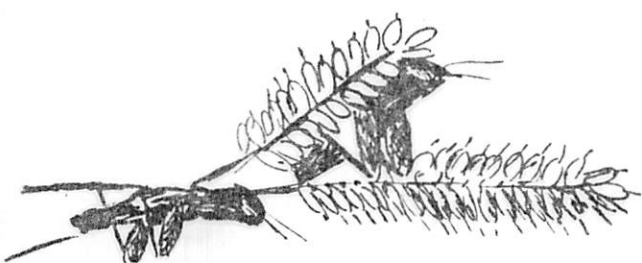


*Your sons and daughters of this day,
To you a willing tribute pay,
And bless you, cheer your memory,*

Oh Pioneer!

*May we have strength to live as true,
To hold your purpose e'er in view—
Oh may we keep our faith in you,*

Dear Pioneer!



Utah State Flag

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OPENING FIRST COMMERCIAL COAL MINE DESCRIBED

By A. C. WATTS

The late Milan L. Crandall was the director of the Pleasant Valley Coal Company, which opened Utah's first commercial mine. George B. Matson dug the first load of coal. The late M. O. Packard was an organizer and leader of enterprise. It was these three men who laid the foundation of important Utah industry. George B. Matson, who resides in Springville, Utah, holds the honor of being one of the pioneers who opened the first commercial coal mine in the state of Utah.

In the spring of 1876 Mr. Matson, then a youth of 21 working on the wagon road, started from Mill Fork, twenty-four miles up Spanish Fork canyon, to connect with the coal deposits in Pleasant Valley, now known as Winter Quarters and recently abandoned by the Utah Fuel Company after more than a half-century of steady production.

The Pleasant Valley Coal Company headed by the late Milan O. Packard of Springville had then been recently organized. Other directors of the company were Martin Crandall of Springville, Warren D. Child of Ogden, Frank Pritchett, Lark Thompson, and John Thompson of Fairview.

The building of the twenty-four miles of road into Pleasant Valley was started in the spring of 1876. One day while Mr. Matson was working on the road, M. O. Packard came along with the surveying party headed by J. Fewson Smith, a Salt Lake engineer and father of the present J. Fewson Smith, mining engineer of the United States Smelting, Refining and Mining Co.

STARTS OLD NO. 1 TUNNEL

"When we arrived at Pleasant Valley, later the site of Winter Quarters," said Mr. Matson, "we started right in to survey the Pleasant Valley township and later we did assessment work on the claims. Phil Beard, John Nelson and I started the No. 1 tunnel and drove the first hundred feet into the hillside. Later, thousands of tons of coal were hauled out of this entry.

"I helped dig from the 'Five-foot vein' the first load of coal ever shipped out of the valley. With a mule I packed the coal in sacks down the hillside, where it could be loaded on the wagons. It was hauled by mule team to Springville by Milan and Myron Crandall, both of whom still live at Springville.

"Pleasant Valley, a beautiful country, had well water and abounded in game. The town was named Winter Quarters because John Nelson and Abram Taylor, who were holding the claims for the owners, wintered there during 1875. We saw plenty of deer and bears. A trap built in Mud Creek furnished us with all the trout we wanted. On one occasion, I shot a deer from the tent doorway. Deer used to come running into the corrals with the calves.

BEAR HUNT PROVES DISAPPOINTMENT

"One night, as we came along the trail, we saw what we thought was a cub bear in a tree. We thought it would be an excellent idea to get him for a pet, so we built a fire and sat up all night, thinking that in the morning he would be ours. When morning dawned, we found that we had been guarding a tree in which a porcupine had taken lodging and not a bear."

The wagon road was finished early in 1876 and the hauling of coal to Springville by team started in the fall of the same year. Mr. Matson pays a high tribute to the late Milan O. Packard, the Springville merchant, whose energy and foresight accomplished so much to develop the resources of the Winter Quarters district. Later, Mr. Packard promoted the building of a narrow-gauge railroad to Winter Quarters, which operated until the branch railroad from the Denver & Rio Grande line at Colton was built into Winter Quarters.

"Milan Packard," says Mr. Matson, "was a great leader and a real benefactor to the community. He accomplished much of worth and built up a splendid reputation for himself."

THE UTAH FUEL COMPANY—THE PIONEER COAL COMPANY OF CARBON COUNTY

When the request was made of me to write a brief history of the Utah Fuel Company, the pioneer coal mining company of Carbon County, I realized that to do so I must primarily give

my article on the Pleasant Valley Coal Company, as today there are literally two companies.

The Pleasant Valley Coal Company owns and operates the Winter Quarters, Castle Gate and Utah mines and the Utah Fuel Company owns the Sunnyside, Clear Creek and Somerset, Colorado mines. The former, or parent company, is a Utah corporation and the Utah Fuel Company is a New Jersey corporation. Both companies are managed and directed by the same force of executive officers and practically one board of directors.

The Pleasant Valley Coal Company was organized about 1876 at the time the Sanpete and Winter Quarters mines were opened; the Utah Fuel Company was organized in 1887. The consolidation of the two companies took place in 1899 or 1900.

In June, 1877, Peter Moran and fourteen other men of Scotch and Welsh nationality came over the hills on foot from Huntington Canyon Mine, later known as the Deseret Mine and now as the New York Mine (Property of the Pleasant Valley Coal Company), and settled in Pleasant Valley. They commenced opening up what is now known as Winter Quarters Number 1 mine, so named from the fact that the miners had intended to leave before winter, but a joke of the weather man compelled them to remain until February, 1878. When their provisions became exhausted, they left on foot, walking to Tucker.

At that time Pleasant Valley was in Sanpete County, but when Carbon County was formed in 1894, Winter Quarters became a part of it, thus making this the first coal mine opened in Carbon County.

Considerable difficulty and disadvantage was experienced due to poor transportation facilities; and, as a result, development was retarded. For some time two and four horse teams came from Springville and Provo and hauled the coal from Winter Quarters. It sold for from \$4.00 to \$5.00 per ton. The time occupied in making the round trip was four days and trips could not be made during the winter months.

About the year 1879 a narrow gauge track known as the "Calico Road" was constructed from Tucker to Winter Quarters. The road was built by a Springville merchant who paid the employees in merchandise, chiefly calico. Hence the name "Calico Road" was applied.

The track was laid with twenty pound rails and ties hewn from the hillside. The coal cars were of five tons capacity, and

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THE CATTLE AND SHEEP INDUSTRY OF CARBON COUNTY

By JAMES LIDDELL

The beginning of the cattle industry, in the area that now comprises Carbon County, can be traced back at least seventy years. At that time, the Whitmore interests were the main cattle raisers, and their area of winter grazing was what would now be known as that section between Price and Woodside. For summer grazing they used to range from Whitmore canyon to Summit Creek, in the park. There were a few other small cattle raisers, using the Park area, while Shed Lunt of Nephi located his cattle at the head of Rock Creek on the Range Valley mountain.



Cattle Industry, Carbon County. Purebred Herefords.

There was no railroad existing between Salt Lake City and Denver at this time. To market the cattle it was necessary to drive them overland to Denver market, which was the nearest. To do all this, cattle raisers would pool their stock going to market and they would be driven in a group. When they reached the market, they received gold for their stock, and they would then return to this area, with the gold safely stored in their saddle pockets. To make the round trip required about three months.

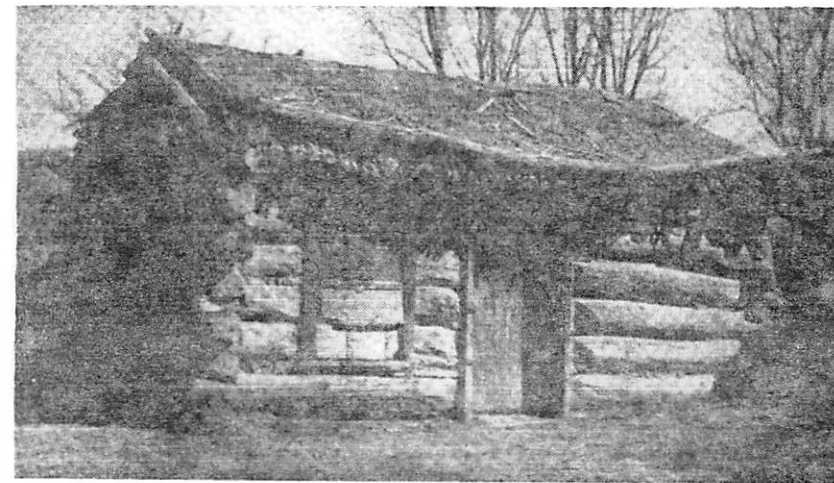
The early day ranges were divided mostly on the honor of the cattle men, with each respecting the reserved rights of the



Caleb Rhodes and His Wife Sidsie

as Fish Creek. He called the convergence of these streams the Price River. Legend has it that Bishop Price followed this stream down past the now famous Castlegate Rock and thence into the valley as far east as Wellington. Ernest S. Horsley, of the early Price settlers and one who had an unusual talent for remembering historical data which he had gathered from various sources, gives credence to this story of the origin of the name Price.

For nearly eight years Castle Valley, so far as the north-western part is concerned, was not visited by white men. Bishop Price had evidently not interested his neighbors in the new country. However, early in the fall of 1877, during the month of October, two trappers, Caleb Baldwin Rhodes and Abraham Powell, came over from Salem, traveling about the same route as Bishop Price. They remained for a time and built a cabin in the northwest corner of what is now Price. These hardy trappers returned to Salem in the late winter or early spring, when the trapping season was over. Abraham Powell spent the next winter in the Nebo Mountains, plying his avocation, but never returned to Castle Valley. He was killed by a bear in the (Nebo) district on December 7, 1878. However, the visit of these trappers



Carbon County's First Home

brought to the fore another factor in the settlement of Carbon County—it aroused the pioneering spirit of many people in their home town and among the people in other places where they told the story of their visit.

Frederick Empire Grames and Charles Grames accompanied Caleb Baldwin Rhodes on his next trip to Castle Valley. They

Frederick E. Grames
and Wife MarieAlfred Grames and
Sister Emley Grames

Bryner, William H. Branch, Arthur W. Horsley, Earnest S. Horsley, Herman B. Horsley, John H. Pace, Seren Olsen, Albert Grames, Brigham O. McIntire, Henry G. Mathis, William Downard, Albert Bryner, Parley Warren, Erastus McIntire, John McIntire, Samuel Cox, Eugene E. Branch, George Frandsen, Jens Peterson, Chris Peterson, Gilbert Peterson, Charles P. Johnson, Green Allred, George Downard, Jake Koffard, Eldridges, Alph Ballinger, J. W. Whitmore, the Ras and Pete Anderson families and Chris Halverson.

Along with the men are many women who played an important part in the settlement and building up of this community.

Karen Frandsen was affectionately known as Grandma Frandsen. She was the wife of Bishop George Frandsen and shared his trials and labors in caring for the members of his ward during these pioneer years.

Ella Branch, wife of William H. Branch, was a member of the first Dramatic Club and always took a leading part. She was a jolly person and always had a group of young people around her.

Sarah Jane Powell was the first white woman who came to Price. She came in 1879, riding part of the way on horseback.



SARAH J. WARREN

She acted as nurse and midwife for many years.

Margaret Bryner came with her husband, Ulrich Bryner, in July 1884. She drove the team for her husband who had been blind for years. They brought the first bees to this valley and started the bee industry. She was also a practical nurse, noted for her canker medicine which healed many a sore mouth.

Sarah Jane Warren was the wife of William Z. Warren. For years she was the only practical



Alfred Grames

nurse and doctor on Price River. Going at all hours of the day or night to wait upon the sick, she made all her own medicine with which to treat her patients.

Isabelle Birch Bryner had the first boarding house. She cooked for the men who built the narrow gauge railroad through here. She also taught school and was first President of the Young Ladies M.I.A.

Sally Ann Olsen was the first school teacher in the valley. She taught first in the home of Matthew Simmons and later in the log meeting house.

Sarah G. Cox was the first president of the Relief Society of Price Ward when it was organized November 4, 1885.

Pauline A. Pace was first counselor to Mrs. Cox. She was a lovable person. If in trouble or doubt she could always give you help or courage.

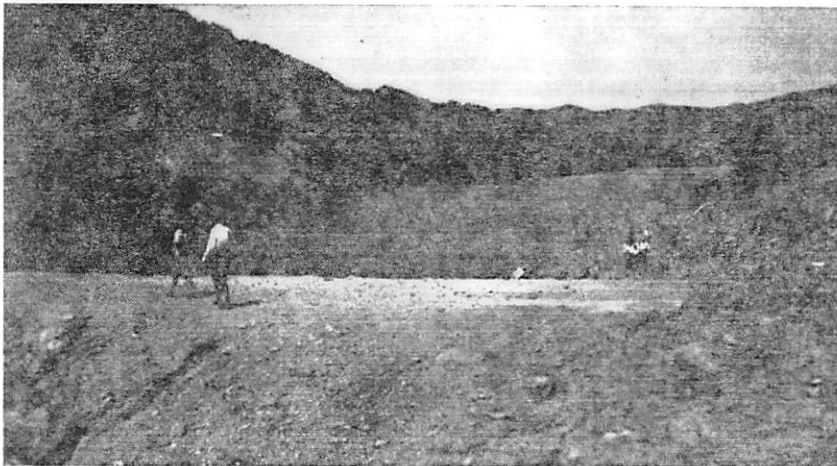


SALLY ANN OLSEN
First School Teacher in Price



Group of Pioneers

supply the growing need for water and the Price Water Company's Canal was begun in March 1884, and finished in 1888. This work cost more than twenty thousand dollars. Since that time the Price River Water Conservation District has amalga-



Scofield Reservoir—Scofield, Utah

mated all the minor projects and all water is now distributed under its direction. This has been made possible by the construction of the reservoir in Scofield Valley, which had directly benefitted both Price and the surrounding territory. The many canals carrying the precious water to the many thriving fields is indeed an interesting contrast to the hauling of water in barrels as the

pioneers of the valley did during those days in the early years before the ditches were built.

Price has made its greatest growth in the past twenty-five years although the early settlers increased steadily in numbers due mostly to an influx of other home-seekers who came soon after the original group. This group includes many now prominent in the history of the city and the reader is referred to the historical summary in the revised ordinances of Price City 1924, for a complete list as submitted by Ernest S. Horsley, one of the pioneers.

Price townsite was surveyed and laid out in November 1882. The first frame building was erected by Frederick E. Grames, who established a store with a stock of goods purchased from a construction contractor of the D. & R. G. Railroad.

The real growth of Price began with the coming of the railroad. With the railroad in 1883 also came the demand for the establishment of a post office. Mail had previously been addressed to points in Utah

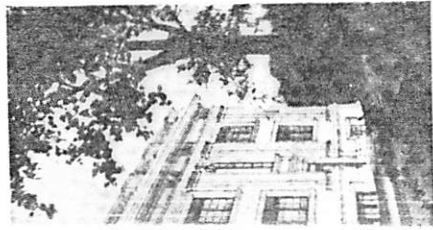
County and had, at one time, been brought over the mountains from Sanpete to Huntington. The first post office was opened August 30, 1883, with Frederick E. Grames in charge. The old post office building was located west of the railroad tracks near the present ice plant. Subsequently mails have been distributed from various buildings rented for the use of the government business, until 1931 when the magnificent Federal Building was erected. This post office serves not only Price but also much surrounding territory because it is the distributing point for the mail service to Emery County and local routes.

The vision of the early settlers extended to the field of education and the first public school was established in the home

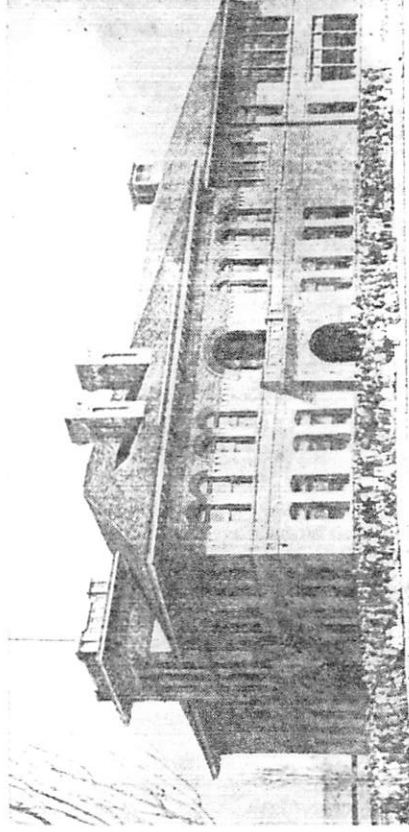


E. S. HORSLEY

Early Pioneer and one of Price's prominent Ecclesiastical Workers. Served as ward clerk and bishop of Price Ward for many years.

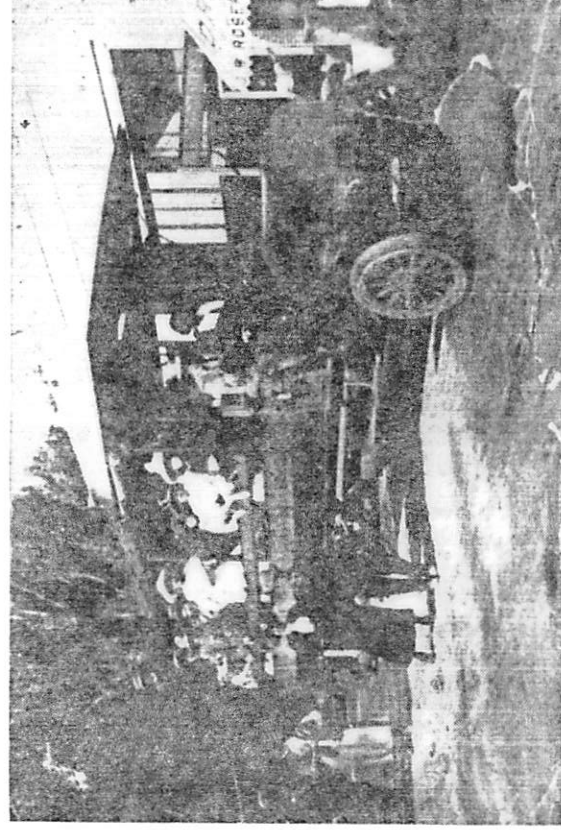


Olson as instructor,
with William H.
as trustees. The
until 1885, when a



School Building That Burned in 1915

special levy enabled the community to erect a three-room adobe building. The lumber used was brought from the Thayn Saw Mill in Soldier Canyon. An eight-room brick building, which was completed in 1904, was destroyed by fire after being used for eleven years, and was replaced by the present Price Central



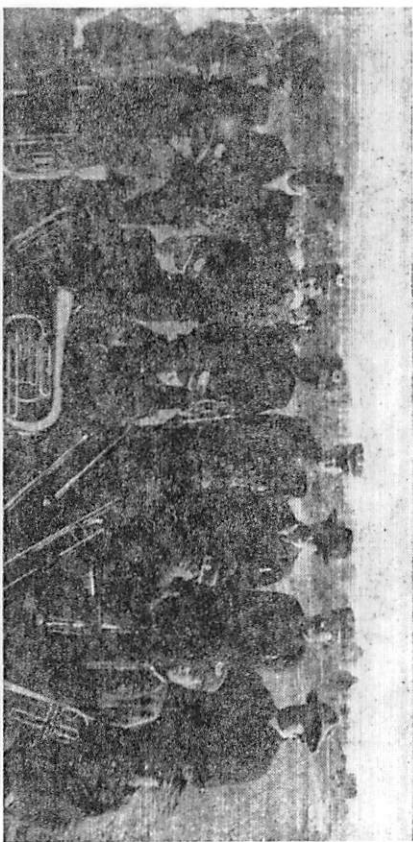
One of the First School Busses. Driver, William Norton.

School. While the latter was being constructed, school was held in the Public Library, the Court House, City Hall, and extra rooms of the Carbon High School. From a humble beginning through a period of years the schools of Price have developed into a system including three elementary school buildings, one parochial school and the Carbon High School, and also the more



Present School Bus

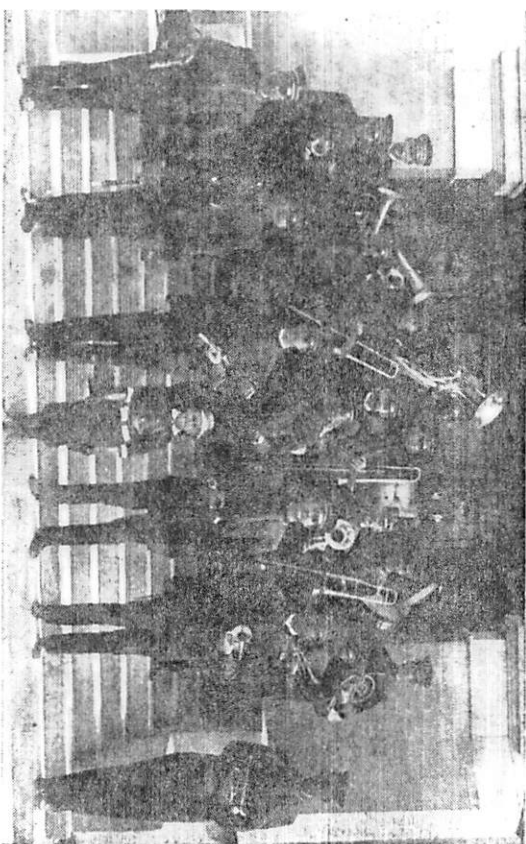
recent Carbon Junior College. At present, 1947, more than 2112 attend school in Price City. The Price schools are now a part of the Carbon County School District organized in 1915. Under



Early Wellington Band

this organization large numbers of elementary pupils are transported to Price school from outlying farm communities and all senior high pupils of the county attend the Carbon Junior College.

Eastern Utah, from the very first early pioneers, have been supporters of musical organization. Bands were organized in Wellington and Price. The Wellington band was led by J. W. Hill. The one in Price was organized and led by W. F. Olson.



Early Price Band

In our Carbon High School, E. M. Williams has been connected with the Music Department since 1923. During this time he has organized a number of bands. His greatest achievement was in 1933 when he took the band to Chicago to a National Band Contest and won top honors.

Civic clubs, such as the Chamber of Commerce, Rotary, Kiwanis, B. P. W., Sorosis, Lions, Women's Club, and others have assisted the city in reaching present development.

In the Medical Field, the pioneer women of Price cared for the sick until 1898 when Dr. F. F. Fisk came to Carbon County. He was a real pioneer doctor, remaining in Price until his death on July 21, 1934. He was the first real doctor to come to Carbon County, and he traveled all over eastern Utah first by horse

Simmons, Doyle LeRoy
 Smoedy, Frank
 Starich, Walter Anthony
 Stifos, Pete
 Topolovec, David A.
 Trete, Wallace N., Jr.
 Trueba, Frank
 Tucker, Earl

Vail, Vern L.
 Watkins, Kenneth Wayne
 Williams, Orson (Jack)
 Hartman, Roy John
 Jackson, George B., Jr.
 Laursen, Kenneth Abner
 Naylor, Robert Russell
 Rahor, William G.

Names submitted by DOW YOUNG

WINTER QUARTERS

From History Compiled by C. H. MADSEN

Winter Quarters, another "Ghost City," is located at the foot of the hills in the upper end of Pleasant Valley. Quoting from a reliable source, written in the early thirties, we submit the following:

"The boarded windows which were once open to the sunshine, darken the weather-worn houses; the silent school house, a pretentious edifice, is for ever hushed and free from muddy feet and the laughter of merry voices. Fate has dealt unkindly with the little village and has left us only a memory of friendly neighbors, pleasant social gatherings, and the horror of the dreadful mine disaster, as well as the struggle of women and children who were left alone to carry on."

It is our understanding that some of these houses have been removed but that others still stand.

According to the most reliable information available, Winter Quarters was the first coal mine to be opened in Utah. The story has it that a Welsh coal miner led a group of twelve men and one woman across the mountains from Fairview in Sanpete County about 1875. They built a road, opened a small mine and began hauling coal to the settlements in Sanpete County. The first winter was very severe and the small band nearly froze to death. Their camp was pitched in Little Gulch, near the place where the Wasatch Store now stands. The town was appropriately named "Winter Quarters."

The building of the railroad became the prime necessity for this new coal region. There was no other way at that time to get the coal to market in large enough amounts to make mining profitable. Where to obtain the money to build the road was the big problem. A large stock of dry goods was purchased in the east. This bankrupt stock was obtained at a nominal cost and used to pay the men who labored on the railroad. Just where they obtained the rails, ties, and other equipment to build this narrow gauge road to connect with Springville, is not common information. Because of the way the road was financed, it was nicknamed the "Calico Road." It was soon afterward purchased

fifteen years and proved to be of much benefit to the community financially.

A new school building was erected in 1904. It consisted of a two-room building constructed of brick made locally, arranged in such a manner that the partition could be moved and the building used for school and community purposes. When this building became inadequate in 1912, another two-room building and auditorium was added. In 1927 the older of the two buildings was removed to make place for an extensive new addition, which serves as grade and junior high school for Spring Glen and Kenilworth.

The population of Spring Glen has shown a steady growth and at the present time approximately 800 people have their homes there.

CASTLE GATE

From History compiled by C. H. MADSEN

The person who has charge of compiling the historical contributions which compose this history has no thought of starting with the most important coal camp of our county. Rather since all the camps occupy their own niche in this vast Carbon field, may we not speak of them in the order of their alphabetical names?

The town of Castle Gate is located on the Price River, well up on the eastern slope of the Wasatch Range. It is a mile below that famed wonder of natural sculpture, the "Castle Rock" from which the town takes its name; and is almost at the western end of a series of towering sandstone crags carved in fantastic images and known as the Book Cliffs. At an elevation of 6,120 feet, but protected by steep slopes on either side, both summers and winters are comparatively mild and equable.

The location of Castle Gate is in line with the coal outcrops, which occur at a convenient height to be screened and loaded into railroad cars. The establishment of Castle Gate dates back to the completion of the D. and R. G. W. Railroad in 1883, for Number 1 mine was opened by the Pleasant Valley Coal Company, now the Utah Fuel Company, soon after this and was in practically continuous operation until closed a few years ago because of a persistent mine fire.

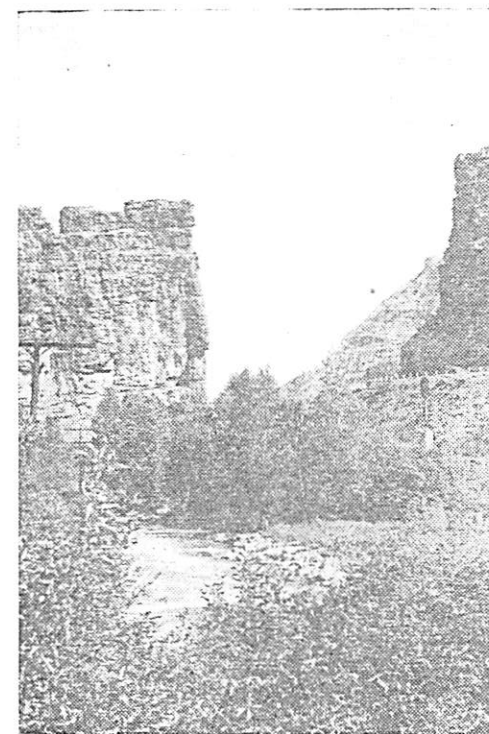
The source material from which much of this record was compiled called attention to the visits of early traders to this area. In the opening statements of this article, we recounted the doubts of many chroniclers that these early furmen had ever set foot on any part of the area, now known as Carbon County. Repeatedly, the source material refers to Jedediah Smith, William Ashley, and Etienne Provost as probably visiting this section. Neihardt in "Splendid Wayfaring" recounts the exploits of these men (Ashley-Henry men) in their traversing this western country. The implication is that they passed through this section.

This region was given its attractive name by sheepherders when they observed the striking similarity of the north entrance

Carbon County is located in central Utah, 123 miles south-east of Salt Lake City. It is bounded on the north by the counties of Utah, Duchesne, and Uintah; on the east by Uintah, from which it is separated by the Green River; on the south by Emery, and the west by the county of Sanpete. From north to south it is 24 miles wide, 74 miles long, with an area of over 1,536 square miles.

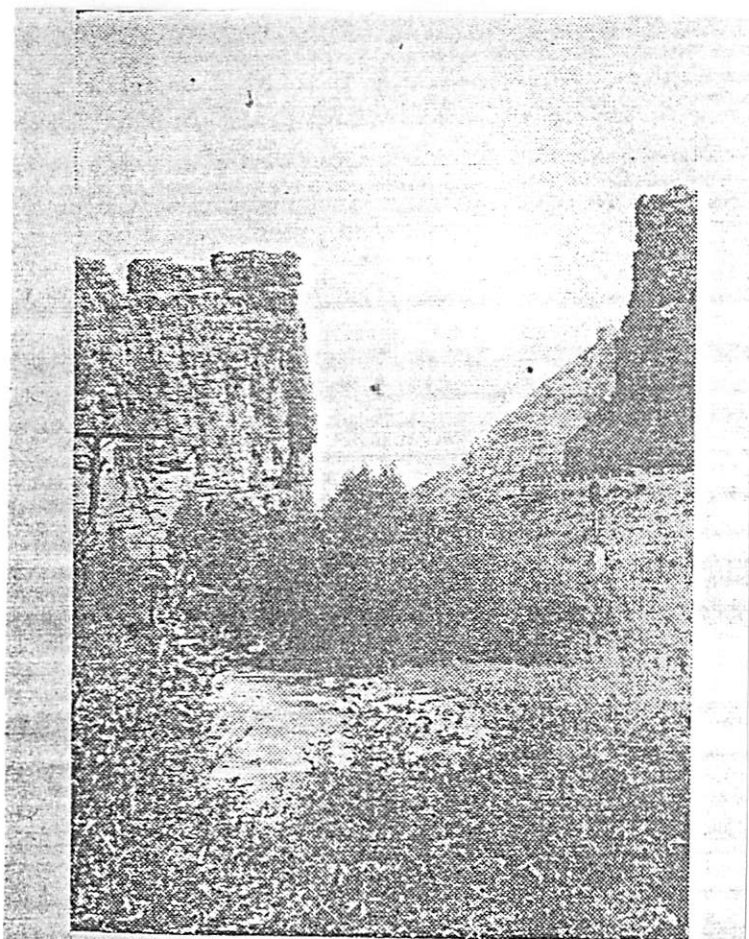
"This great coal county is peculiarly situated. Its western end rises from 7,000 to 10,400 feet above sea level to rest upon the Wasatch plateau, down the eastern escarpment of which

Price river has cut its canyon to tumble into the beautiful Castle Valley. The valley stretches to the south across the southern half of Carbon into Emery County, while the peaks and cliffs of the Wasatch range hedge it in on the north and west, and the Book Cliffs bound it on the east, extending entirely across the east end of the county. The Wasatch plateau is for the most part a broad upland, whose surface shows smooth, gentle slopes, but whose eastern front is marked by very steep sandstone cliffs, which rise from 1000 to 2000 feet above Castle Valley. These cliffs are breached by deep canyons which extend back as far as 35 miles from the front of the cliffs."

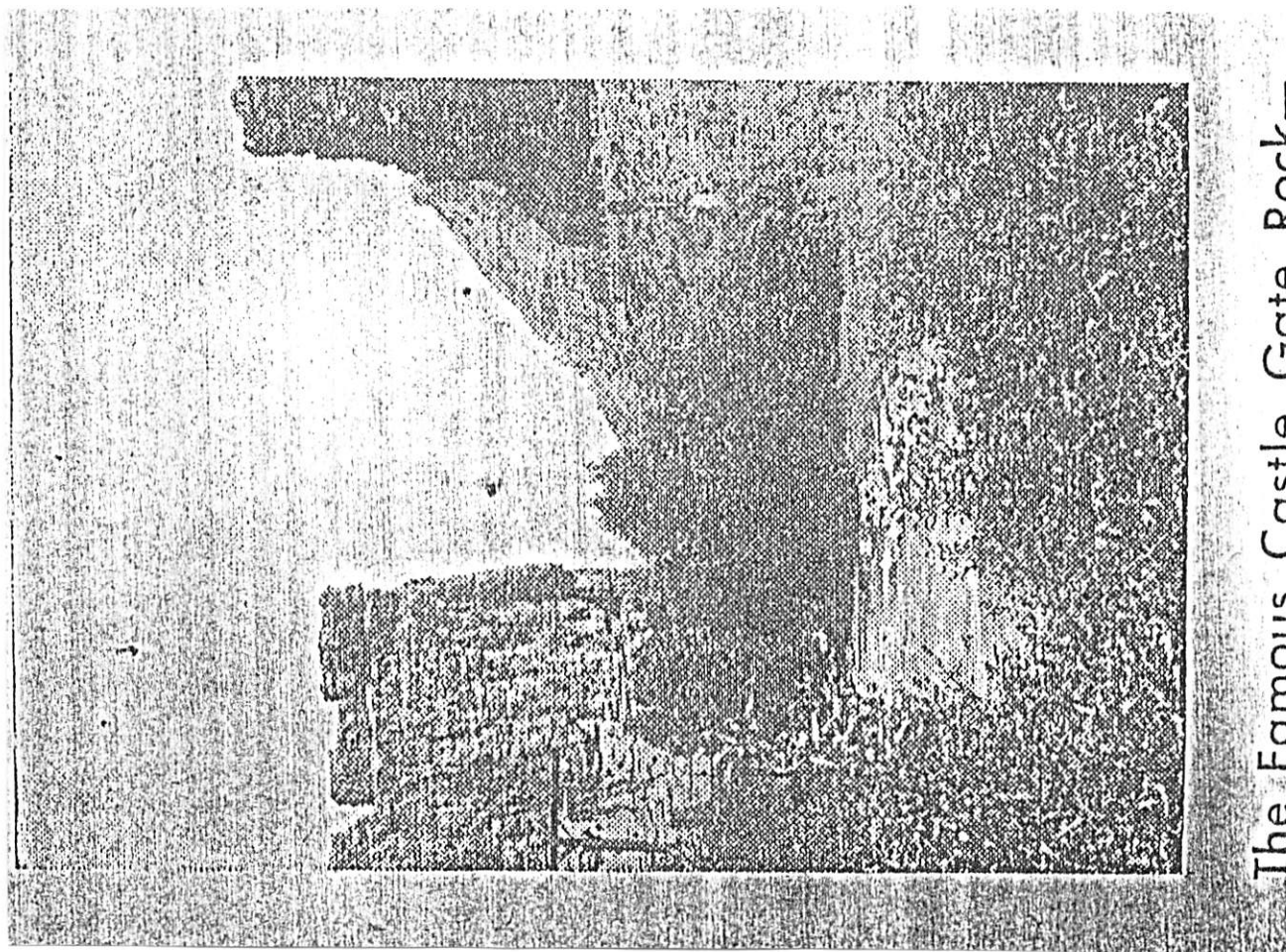


The Famous Castle Gate Rock—
Gateway to Carbon County Coal
Fields.

The Price River is the principal water course. Tributaries to it are Gordon Creek, White River, Fish, Miller and Willow creeks and some smaller streams; this system watering the western



The Famous Castle Gate Rock—
Gateway to Carbon County Coal
Fields.



The Famous Castle Gate Rock—



The Famous Castle Gate Rock—
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Fields.

to the gate of a protected castle. They little dreamed of the vast wealth of "stored sunshine" underlying the surface. However, here and there, outcroppings of coal appeared, but none thought of commercializing on this *carbon* until after the railroad showed its faith in this region by building a narrow gauge railroad through the territory.

The Pleasant Valley Coal Company, then operating a mine at Winter Quarters, desired to find a profitable coal bed near the main line of the new route. In 1888, they sent their chief engineer, Robert Forrester, with a party of prospectors, to explore this vicinity. A favorable report from the party caused the opening of Number 1 mine. Men were brought in and shelters had to be found for them. A register of these "old timers" would include the names of Harry World, R. S. Robertson, John Young, Thomas Reese, Charles Checketts, William Jones, John Platt, and others.

If the record of vital statistics had been available, it would have contained the name of Glen D. Reese, date of birth, November 11, 1890. He was the first child born at Castle Gate.

The first school was held in what was known as house number "47." The original teacher was James B. Crandall. Two years later, because of an increased enrollment, school was held in the L.D.S. Church building. A four-room structure which stood on the hillside near the present hotel building, housed the school children for many years until the present school house was erected in 1920.

The first postmaster was Harry Nelson, who was also clerk for the Pleasant Valley Fuel Company. The first store was located immediately to the south of the place where the Wasatch Store building, which contains offices for the company, was built by World and Robertson in 1890. These men built the original Castle Gate tipple, just prior to this time.

The opening of the coal fields attracted eastern capitalists who acquired more coal land and changed the name of the corporation to the Utah Fuel Company. The output of metal ores in Utah created a demand for a high grade of coking coal, therefore in 1889 coke ovens were built in lower Castle Gate.

The increasing demand for high grade stove coal, mined from No. 1 and the knowledge of the large vein adjacent at Kenilworth, caused the Utah Fuel Company to develop another mine in Willow Creek Canyon. They were much disappointed,

however, to discover that the vein was only four feet thick. However, this vein was opened and on the main haulage tunnel two feet of the rock was blasted down to give sufficient height for economical operation of the mine. Later, explorations revealed that just below the four-foot vein, there was a twenty-foot layer of the finest coal in this area. Connections between the two mines were made by driving a pair of rock tunnels. This project opened up one of the richest, greatest deposits of coal in this country.

In 1922, No. 3 Mine was opened. It was located on the main line of the D. and R. G. W. Railroad between Castle Gate and Rolapp (Royal) and was the only shaft mine in the West until the mine at Salina Canyon was opened a few years ago. Castle Gate No. 3 Mine has since been abandoned, and Number 1 has been sealed because of a fire in the coal so the only Castle Gate producer at present is the mine at Willow Creek, or Number 2.

Castle Gate was granted its petition for incorporation as a town, March 4, 1914. The first meeting was held April 1, 1914 with the following officers presiding: President, Robert Williams; trustees, Andrew Young, Edward Edwards, Levi Davis, and William Edmond; clerk, J. C. Snow; treasurer, Alfred Thorpe; marshal, J. F. Cory; quarantine physician, Dr. E. M. Nehr. We cannot list all the officers who have served this community from 1914 until the present time. The officers of the town are (1947) as follows: President, J. M. Webb; trustees, T. R. Jones, J. A. McDonald, C. F. Petersen, Leonard Larsen; clerk, J. A. Gow; treasurer, L. E. Durrant. Those were the officials duly elected at the latest town election. One change will be necessary because of the recent demise of one of the trustees.

Many organizations contribute to the uplift and welfare of the citizens of Castle Gate. We cannot mention all of these in this brief article. However, we must give a few lines to the Welfare Association and other groups. The Castle Gate Welfare Association was founded by the employees of the Utah Fuel Company and is supported by the workers by deductions from their wages. It has the full cooperation of the company. The association concerns itself with providing entertainment, caring for the needy, and other projects for the general welfare of the people.

The history of ecclesiastical activities in this camp is intimately associated with the Latter-day Saint Church. The first

bishop of the Castle Gate Ward was William T. Lamph, who was set apart in 1893. John T. Armoldt served from 1899 to 1903. From 1903 until 1911, the work of the L.D.S. Church was administered under the direction of William M. Evans as presiding Elder. During these years it was a branch of the Spring Glen Ward. From 1911 until 1921, Castle Gate was again a "Ward" with Morgan D. Evans as bishop. Benjamin F. Thomas succeeded Bishop Evans and served until the mine explosion of March 8, 1924, when he lost his life with 172 other workers. William B. Stapley was set apart as bishop in December, 1924, and remained in that position until June 29, 1941, when Fay E. Thacker was sustained in the position. He was ordained bishop on October 19, 1941. Late in the administration of Bishop Stapley, a new church building was planned and a site selected on May 14, 1939. Work on the new structure was begun in July, 1939, but the building has not yet been finished. The delay was occasioned by the shortages due to the war.

One of the key men in any coal camp is the superintendent of the mines. On his shoulders rests the ultimate direction of the intricate mechanism of the camp in its several departments. The owners look to the superintendent to produce coal at a profit and to man the mines with a personnel that will insure the smooth operation of the several departments. Castle Gate has been fortunate in having a number of outstanding mining men and engineers to conduct the camp. The roster of superintendents at Castle Gate includes the names of Wm. Forrester, Thomas Bell, Robert Williams, Jr., W. N. Wetzel, R. M. McGraw, William Littlejohn, Wm. J. Bowns, Zeph Thomas, Thomas Stroup, E. E. Jones, Hodge Burress, H. R. Ellis, William Moorehead and James Thorpe. All of these men are superintendents of recognized ability, who have served or are serving in various mining fields.

Mention was made in the foregoing about the interest of the Company in the welfare of its employees. This interest has been shown in many ways, not the least of which has been the building of a social hall for the entertainment of the miners and their families. While this interest is not peculiar to Castle Gate—all the larger camps enjoy such advantages—yet the Utah Fuel Company was among the first to so favor its employees. The general spirit of the camp shows that the people appreciate the advantages provided for them by their Utah Fuel Company.

EARLY DAY PAYROLL ROBBERY STORY OF CASTLE GATE GOLD "STICKUP" REFLECTS ACTIVITIES OF "BUTCH" CASSIDY GANG

Following is the story of the Castle Gate payroll holdup which was staged allegedly by members of the Robber's Roost gang, the article being taken from the files of the Eastern Utah Advocate, newspaper published in Price at the time.

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EASTERN UTAH ADVOCATE

Price, April 22, 1897

Bold, bad highwaymen, created consternation and excitement Wednesday noon at Castle Gate, by holding up E. L. Carpenter, the Pleasant Valley Coal company's paymaster and making off with \$7000 in gold.

The horse thieves, bandits and murderers infesting what is commonly known as Robber's Roost sixty miles southeast of Price on the San Rafael river in Emery County, have in the past few years committed many an atrocious deed of daring, but none so bold and audacious as this last unprecedented and nervy holdup. This tough clique is rapidly gaining a reputation not to be envied by any except such men as composed the celebrated "James gang" and they are invariably successful in their undertakings and in evading the minions of the law.

This last daring act of theirs is supposed to have been committed by Tom Gissell and "Butch Cassidy," and it is reasonably certain at this writing that the identity of at least Cassidy, who figured about a year ago in the Montpelier, Idaho, bank robbery, can be established.

The particulars of the hold-up, robbery and flight of the desperadoes is as follows: The pay rolls, money and checks for paying the coal diggers and company's employees at Castle Gate, was sent down Wednesday from Salt Lake City on the Rio Grande Western passenger train No. 2, which reaches Castle Gate at about 12 o'clock noon. There were two sacks of silver,

one of \$1000, one of \$860, one sack of gold containing \$7000, and a satchel holding the rolls and checks for another thousand dollars, in all \$9860. These were all transferred to the hands of E. L. Carpenter and a deputy clerk who were at the depot awaiting the arrival.

When No. 2 pulled out for Helper the paymaster and deputy crossed over the tracks to the Wasatch Company's store, a two story rock building about fifty yards distant from the depot, and were just about to carry the treasure up the stairs on the east side of the building, which led up to the P. V. Coal Company's offices, when a rough looking individual, evidently "Butch" Cassidy, stepped in front of Mr. Carpenter and exclaimed "drop them sacks and hold up your hands."

The request was backed up by a six-shooter being pushed into the astonished paymaster's face, and he naturally complied. T. W. Lewis, the clerk, noted the situation at once and made a run into the store with the thousand dollar sack of silver. The bold highwayman then coolly stooped and picking up the other two sacks and satchel handed them to his confederate who was on horse-back near at hand. Cassidy's pal rode swiftly down the road, but the former was out of luck for a few moments as his horse got loose and started away. He, however, ran rapidly and caught the animal a few yards away, instantly mounted and sped after the man ahead.

While Mr. Carpenter was being relieved of the money, the mounted bandit flourished a six-shooter and fired several shots promiscuously, and the only thing done toward preventing their escape until it was too late, was the firing of three shots from the offices of the company as they flew down the road. The robbery was accomplished with so much bravado and daring that the suddenness of the act completely paralyzed the numbers of men who were lounging about near the scene, and there were nearly a hundred of them around and in the store who witnessed the whole affair.

Passing safely through the lower part of town the robbers stopped a short distance north of the half-way house and cut the telegraph wires. They also examined the satchel and finding nothing of use to them in it, left it on the road. The sack containing \$860 in silver had been dropped near the power house in town, no doubt on account of its being too heavy to carry, so their load now consisted only of the \$7000 in gold. Reaching

John U. Bryner's ranch at the mouth of Spring Creek canyon and just north of Helper, they crossed his land and went about two miles up the canyon, where they turned south over the ridge and continued on a trail which makes a perfect circuit of Helper, Spring Glen and Price, and being only distant from them about three miles.

It was 2:30 p.m. when they reached the main traveled Emery county road between Cleveland and Price, and here they cut the telephone wire, but they were too late in doing so, as messages had already gone over the line to Huntington, Castle Dale and Cleveland where posses were being organized to intercept the men.

At 4:00 p.m. the mail carrier met them this side of Cleveland and they were then but four or five miles ahead of Sheriff Donant's posse which left Price at 2:00 p.m. The men were described as being one about 25 years of age and the other as middle age. The younger man wore a black hat, blue coat and goggles, while the man who held Mr. Carpenter up had on a light slouch hat, denim overalls and brown coat. Both men were sun-browned and appeared more like cowboys or common hoboos than desperate highwaymen. One of the men rode a grey horse with only bridle and no saddle and the other was on a bay horse loitering around Caffey's saloon during Tuesday. They had evidently laid their plans well and were there on time to prepare for the capture of the money.

Mr. Carpenter and others followed the highwaymen down the canyon on an engine, but did not see them and came on to Price where the news spread like wild-fire.

Due to the fact that the Utah Fuel Company has no steel operations and all steel producers have coal mines of their own, it makes it hard for the Utah Fuel Company at Sunnyside to keep going as a good coking coal does not make a good domestic coal and therefore the coal produced at No. 1 mine at Sunnyside, operated by the Utah Fuel Company is not in much demand at the present time. It is used by the railroad in their steam locomotives and for other industrial purposes.

During the war, Henry J. Kaiser leased the No. 2 mine at Sunnyside and shipped the coal to his Fontana, California plant and will probably continue to do so as long as his steel plant at Fontana is in operation.

The production of coal throughout the country reflects the general prosperity. When the country is prosperous the coal output is great and when the country is not prosperous the coal output is greatly reduced. This is due to the fact that coal is the greatest producer of power in industry that we have and when industry declines, naturally power requirements decline also.

As to the quantity of coal throughout the region, the writer made a report for the Centennial Committee recently giving a brief description of the quantity of coal in the Eastern Utah District. Therefore, we will just state here that there is an abundance of coal, both of the coking and the non-coking variety, the output depending on the available market.

This area reached its peak of production in 1920. The production for that year being 6,000,000 tons. Due to depressions throughout the country the output declined to as low as 4,000,000 tons annually. However, during the war period, it increased to 5,000,000 tons and is about that at the present time.

The price of coal, as well as the price of wages, has greatly increased since the depression of the thirties and while there has not been as great a production during the last five years, the income from the sale of coal has increased greatly since the high of 1920. With a production of five million tons per year and the price of coal f.o.b., mines around \$2.50 per ton. There would be an annual income of \$12,500,000.00 new wealth produced from Mother Earth, most of which is spent in Carbon County as wages by the coal miners.

CLEAR CREEK

From History compiled by C. H. MADSEN

Clear Creek is located six miles southeast of Scofield in a little valley which is surrounded by mountains on the east, west, and south. In fact, this "depression" from the mountain area surrounding the camp might be more appropriately called an enlargement of the canyon. The town has an altitude of 8,300 feet. The roads leading from the camp follow the natural course of the canyon. The road is passable now for the entire year, but early settlers had difficulty in getting out of the camp in the winter. The improvement in transportation may be due to a moderation of the winters or it may be the result of better care of the roads. The recently established ski course at Clear Creek will necessitate even greater care of the means of ingress and egress, during the winter season.

In the autumn of 1898, C. K. Jensen and Nils Sandburg, both Americans, came to Clear Creek, which was then known as Mud Creek, for the purpose of getting timber for Mr. O. G. Kimball of Scofield, and also for the Pleasant Valley Coal Company which was later known, as has already been observed, as the Utah Fuel Company.

After considerable prospecting in 1899, the Utah Fuel Company opened a mine. Other early settlers were Mr. Hurskinen, John Erkila, of Finnish nationality, who came in 1899; Jimmis Mancuzzi, Italian, who came in 1901; and John Cunningham and Charles Sneddon, both Scotch, who came to work immediately after the Winter Quarters mine explosion of May 1, 1900. David Gordon, also of Scotch lineage, left his work at railroading and came to Clear Creek in 1901. These men were engaged in mining and as there were no houses to live in, had to use tents until more substantial shelters could be built.

Because of the high grade of coal which was mined and the convenience of obtaining this coal, Clear Creek grew to be a flourishing camp. Trains made two trips daily, at first, and the people were not much inconvenienced because of the heavy snowfall. Steam power was used to operate the mine until the coming of the Utah Power and Light. The clear water, from

which the camp received its name, was an asset for use in the steam boilers. Timber for mine props was abundant on the mountain side near the camp. One drawback, however, was the water which collected in the mine. This had to be pumped out because it was below creek level.

Clear Creek has seen periods of great production and corresponding slumps. The coal has always been in demand because of its good quality. We were informed that the peak employed personnel reached 450 men in 1908. At that time the railroad was carrying out of this camp about 2,000 tons per day. In December, 1931, due to the inauguration of better facilities, more coal per man employed was produced, but the output was not so great. Oldtimers said that "prosperity had declined." Finally, the long underground haulage slowed production.

From all available records, we have not been able to learn that Clear Creek was ever incorporated as a town. A Mr. Hampton was justice of the peace and Tom Marsh was constable: this seems to have been the extent of their officers.

The social life was made by the community, with the exception of the times that "Uncle" Bert Martin brought his traveling picture show to town. Older residents remember when Walter's Theatrical Troupe made semi-annual visits. Then, again, some of the nationalities represented in the varied population, liked amusements and contributed much to the merriment of the community. The Finns were of this number—they built their own amusement hall and entertained extensively.

Many of the older people of the community have retained their native customs and habits, but the younger generation has, through the influence of the schools, adopted American ways. Many prominent people hereabouts claim Clear Creek as their home.

The Latter-day Saints have been prominent in the church activities of Clear Creek. Bishop McMullen was selected to preside over the first ward after serving for some time as presiding elder. Bishop Larsen followed as the second bishop, after which we were informed that Richard E. Evans, Myron F. Tucker and George H. Shelley served as presiding elders, the latter occupying that position at the present time.

ARRONCO COAL MINE

By ARTHUR E. GIBSON

Following is a brief history of what is now known as the Arronco Coal Mine, which is located in Section 15, Township 13 South, Range 10 East, Cordingly Canyon, Carbon County, Utah.

This was one of the first coal mines opened in the vicinity of Price where coal could be procured for local consumption and hauled by team and wagon. Most of the large mines located on the railroad did not cater to the wagon haul trade, since they were not equipped for loading wagons.

We do not have the exact date of opening, but it was approximately in the year 1890. This mine was owned by John B. Millburn, who ran a saloon in Price and did not operate the mine personally. His brother-in-law, Parley Warren, had charge of it most of the time. The mine was idle, however, for a number of years.

The mine was opened in the bottom of the gulch, and for several years teams would drive into the mine and load their wagons from the working face. In order to get into the mine, it was necessary to drive up the bottom of the gulch at which point there was a depression which was always full of water. Therefore, it was necessary for the driver of the wagon to get down on the doubletrees, hold his head on a level with the horse's back, and enter. After getting inside, there was plenty of room as the vein was about eleven feet thick.

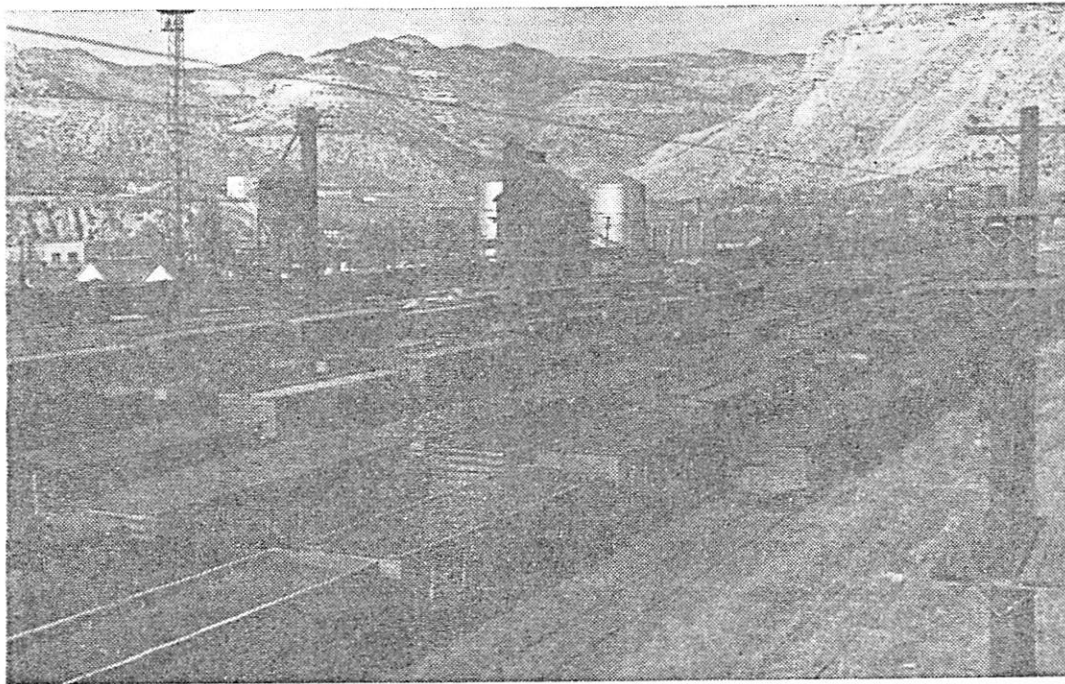
A considerable amount of coal was extracted under these conditions, but in a few years the coal on the upper side of the mine was entirely extracted. Thus the upper side caved in and the water ran in on the lower side filling the mine with mud and water from the gulch. It was therefore necessary to make a new opening on the vein. This was done by going a short distance up the canyon and driving a rock tunnel through the roof of the vein to intersect the coal on its dip.

The mine had been idle for several years before John Arronco took it over. Just how long this was, the writer does not

HELPER

From History compiled by C. H. MADSEN

Helper, the "Hub of Carbon County" is the railroad center and trading point for many mines lying within a radius of forty miles. The city is located about seven miles northwest of Price on the main line of the Denver and Rio Grande Railway. It was so named because at this point a *helper* engine was always added to the trains being pulled up the heavy grade to Soldier Summit. A settlement in the vicinity of Helper but located



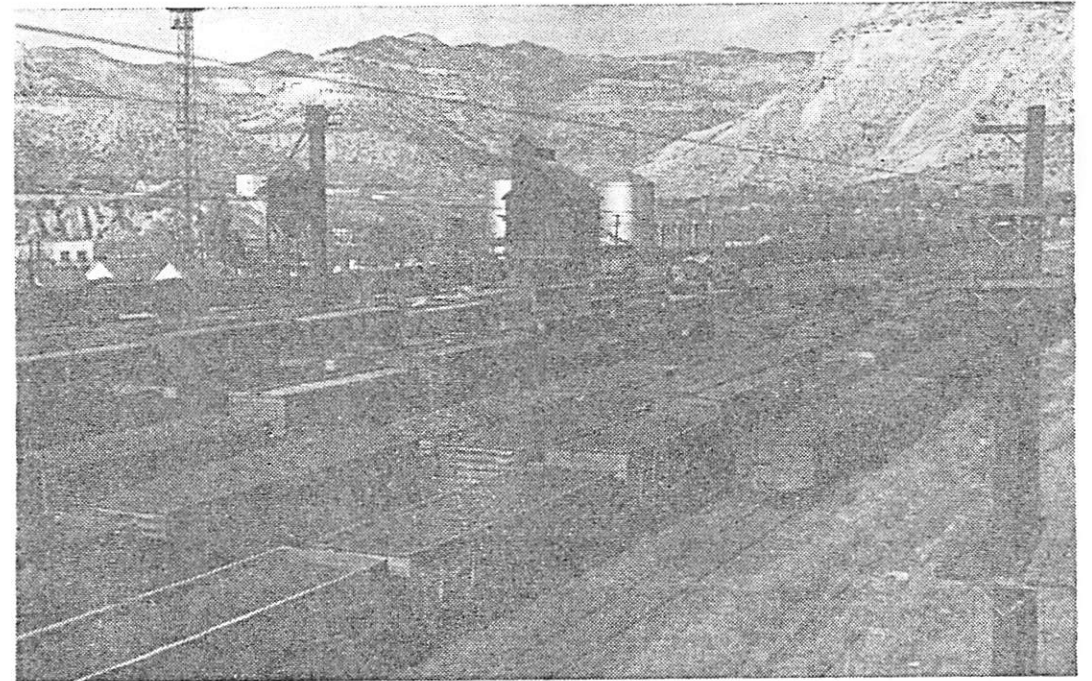
The Terminal at Helper. Photo by Gene Parmley.

slightly to the southeast was called Ewell.

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The Terminal at Helper. Photo by Gene Parmley.

Willard Craig

HELPER—Willard Craig, age 82, died March 19, 1985, in a Helper City, Utah hospital.

Born April 22, 1902, Winter Quarters, Utah, to William J. and Catherine E. Morgan. He married Rosella Willis, Dec. 22, 1922, Provo, Utah. Their marriage was later solemnized in the Mant LDS Temple, Sept. 7, 1957.

Member of the LDS Church, where he was in the High Priest Quorum. He served as the Sunday School president of the Sunday School and held many other positions in the church. Member of the UMW Local 1681, Castle Gate, where he had served as president and secretary of the Local. Active in his local government, having held positions on the City Council of Castle Gate. Secretary of the Water Works.

Notary Public for many years. Survivors include: three sons, William J., Calvin, Heber, Utah; and Mrs. Stepy (Reginald Johnson), both Price, Utah; step-son, Val Shilds, Concord, Calif.; 30 grandchildren; 29 great-grandchildren; brothers, sisters, Tan Durrant, Cedar City; Rosella Burnett, Salt Lake City; Jack Craig, Floyd, Utah; both in the armed services.

Funeral services will be held at 2 p.m. Saturday, March 23, at the Fausett Mortuary in Price. Friends may meet the family at the Fausett Mortuary in Price, Friday, 6-8 p.m., and one hour prior to services at the stake center. Interment, Price City Cemetery.

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